

CIVIL AIR PATROL

NATIONAL HEADQUARTERS
WASHINGTON, MAY 22, 1942

SUBJECT: Forest Patrol

TO: All Wing Commanders

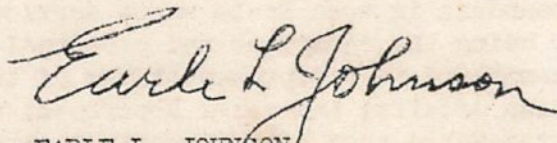
1. The danger of forest fires, whether by sabotage or by natural causes, must be guarded against with vigilance this year. Timber is a strategic resource which must be protected. Fires in some forest areas would threaten power lines and other war facilities. The man-hours lost in putting out fires is a drain on the labor supply.
2. The United States Forest Service has sent a memorandum to all of its Regional Foresters explaining the organization of the Civil Air Patrol and authorizing them to utilize its services where desirable in their judgement. They have the authority to enter into agreements with units of the Patrol and the funds to rent planes and compensate flying personnel.
3. Such work will not supplant or curtail existing commercial services now under contract for work over the forests.
4. Possible forest missions of the Civil Air Patrol include flights, either on regular schedule or in emergencies, for:
 - a. Detection--Observation over blind spots or in periods of low visibility after electrical storms.
 - b. Scouting--Observation over going fires.
 - c. Transportation of men--Ferrying to scene of attack.
 - d. Transportation of cargo--Supplies and equipment to fire camps.
 - e. Miscellaneous--Dropping parachute fire fighters and other work may be required.
5. Regional Foresters have been asked to get in touch with Wing Commanders in each State where services are needed and to work out arrangements for using the equipment and personnel of Wings or of units thereof. It has been recommended that representatives of the National Park Service, Bureau of Indian Affairs, and other Department of the Interior agencies be consulted in States where they have property to protect. But it has been agreed in Washington that all arrangements will be made with the Forest Service to cover all CAP forest operations over the public domain. State Forestry Departments also should be fully consulted. State-wide conferences of interested agencies are recommended. Provision should be made for the issuance of official Operations Orders when missions are flown. Careful attention should be given to fiscal procedure for prompt payment.
6. Since the fire danger has passed until fall in most of the Eastern States, immediate operations are likely to be mostly in the West. But all Wings should look ahead to future operations in dry periods and plan their practice missions accordingly with the guidance of forest officials.

7. CAP personnel will receive per diem compensation for the days they are actually on active-duty forest flight missions and will not be paid for practice work. Pilots on forest patrol, preferably with 200 hours or more flying time and with adequate cross-country flying experience, will receive \$8 per diem, and observers \$7. Other personnel, if needed, will be compensated according to the rates for coastal patrol duty as set forth in Operations Directive No. 13, May 1, 1942. Most of the work will be performed with a pilot and observer for each plane. Insurance, as per GM-23, 24, and 25, May 15, 1942, is compulsory for participation in forest flight missions.

8. All planes used on forest work must be equipped with 2-way radio. Under certain conditions, it may be possible to use Forest Service frequencies. The question of modifying fuselages for adaption to fire-control work will need immediate study in each Wing. Airplanes will be rented at hourly rates for the time actually in flight on forest missions. Reimbursement schedules for forest patrol missions, required insurance, and procedure to be followed in connection therewith are covered in Operations Directive No. 17, May 21, 1942.

9. Where necessary to operate aircraft from undesignated fields, armed guard is not required if the aircraft are put in unflyable condition by such methods as removal of wheel or of magneto or carburetor parts. CAA Regional Inspectors should be consulted for further clearance. If forest patrol missions are in a Theatre of Operations, military clearances must be arranged.

10. All Wing Commanders are instructed to get in immediate touch with appropriate authorities and keep National Headquarters posted on developments. This is an opportunity for outstanding service and also is the best sort of flight training for all other types of active-duty missions. Your plans should be so drawn that required services will be immediately available on call.


EARLE L. JOHNSON
National Commander